

BRAKE APPLICATION DEVICE COMPRISING AN ELECTRICALLY ACTUATED  
DEVICE FOR AN EMERGENCY AND AUXILIARY RELEASE

Specification

State of the Art

**[0001]** The invention relates to a brake application system for vehicles, particularly rail vehicles, having a device for the emergency release and having a device for the auxiliary release of the brake, according to the type of Claim 1.

**[0002]** Such a brake application system is known from European Patent Document EP 0 699 846 A2, in which case an emergency release of the brake, that is, an emergency-caused braking power reduction of the brake affected by braking power, takes place by way of a pneumatic braking actuator which supplies the service braking power. For the auxiliary release of the brake not affected by braking power for the purpose of maintenance work, for example, for exchanging brake pads, a threaded spindle of a wear adjuster has to be manually rotated.

**[0003]** The present invention is based on the object of further developing a brake application system of the initially mentioned type such that it has a simpler construction and can be operated more comfortably.

**[0004]** According to the invention, this object is achieved by means of the characterizing features of Claim 1.

Advantages of the Invention

**[0005]** Since the release functions of the brake previously assigned to separate constructional units of the brake application system - emergency release, on the one hand, and auxiliary release, on the other hand - are integrated in a single combined device for the emergency and auxiliary release which, in addition is electrically actuated in a joint drive unit, the construction and the operation of the brake application system are considerably simplified. By means of the electric drive, the auxiliary releasing, which so far had to be carried out manually in a separate manner for each and on each brake application system, can be replaced by a significantly more comfortable, electrically remotely operable auxiliary release which then takes place, for example, from an engineer's cab of the vehicle. In particular, all brake application systems of the vehicle can be released in an auxiliary manner by a joint and one-time control, whereby the maintenance time is significantly shortened. As an alternative, each brake application system can naturally also be actuated in a decentralized manner, for example, by way of an electric switch

arranged under a lockable flap on the superstructure. Finally, the electric control lines can easily be integrated and laid in a space-saving manner in different vehicle models.

**[0006]** By means of the measures indicated in the subclaims, advantageous further developments and improvements of the invention indicated in Claim 1 can be achieved.

**[0007]** According to a preferred embodiment of the invention, the device for the emergency release and auxiliary release of the brake is integrated in a wear adjuster which is constructed as a tie rod or plunger rod adjuster and has a helical gear which, as the screwed-together parts, has a threaded spindle and a nut which can be screwed to the latter, at least one of the screwed-together parts being electrically actuated for the emergency and auxiliary release of the brake. Since the emergency release takes place by way of the plunger rod adjuster or tie rod adjuster and not, as in the prior art, by way of the brake actuator, the emergency release takes place independently of the operability of the brake actuator or its control, which represents an additional safety level. Furthermore, in accordance with a combination of functions, the helical gear is on the one hand used for the wear adjustment and on the other hand for the emergency and auxiliary release of the brake, whereby the installation space and the weight are reduced.

**[0008]** According to a further development, a screw connection part of the helical gear is than rotationally actuated by the common electric drive unit for the emergency and auxiliary release. Preferably, at least during the rotational actuating of the other screw connection part in one rotating direction for the wear adjustment, the one screw connection part is held in a non-rotatable manner, for example, in that the one screw connection part is coupled with its assigned electric drive unit by means of an unlockable free wheel which, on the one hand, permits a rotation of the one screw connection part by means of the electric drive unit in a direction for the adjustment of wear and, on the other hand, is constructed to block this rotation if it is not caused by the electric drive unit.

**[0009]** Furthermore, the other screw connection part is preferably also actuated by an electric drive unit, specifically independently of an actuation of the electric drive unit of the one screw connection part. As a result, the functions combined in a single helical gear - the wear adjusting, on the one hand, and the emergency and auxiliary release, on the other hand - can be carried out individually and independently of one another, without influencing one another.

**[00010]** Particularly preferably, the one screw connection part is formed by the nut and the other screw connection part is formed by the spindle of the helical gear. Finally, the

unlockable free wheel can be constructed as a space-saving wrap spring free wheel between a cylindrical wall of a non-rotatable part and a sleeve rotating along with the nut.

**[00011]** Particularly preferable measures provide a coupling by which, in the presence of an axial force originating from a braking, the other screw connection part can be non-rotatably coupled with a non-rotatable part, such as a housing, and can otherwise be uncoupled from the latter. As a result, the screw connection part loaded by the braking force by way of the caliper levers of the brake application system is supported on the housing and not on the electric drive unit, which can therefore have smaller dimensions, which contributes to a the reduction of the size.

**[00012]** According to a further development, a sliding clutch is arranged between the electric drive unit and the other screw connection part, which sliding clutch is constructed to be sliding through when stop positions are reached and is otherwise coupling. One stop position is formed, for example, by the application of the brake pads on the brake disc, and another stop position is formed by a screwed end position in which the other screw connection part is screwed to the stop into the one screw connection part or vice-versa. In the latter case, the other screw connection part would be rotated along with the one screw connection part, and the rotating movement would be undesirably transmitted to the electric drive unit. The sliding clutch therefore protects the electric drive unit from impacts when the stop positions are reached in that it slides through in order to permit the motor to softly and gradually conclude its rotating movement and uncouples it from torques introduced by way of other components. The sliding clutch is preferably connected between the coupling and the electric drive unit.

#### Drawings

**[00013]** An embodiment of the invention is illustrated in the drawing and will be explained in detail in the following description.

**[00014]** Figure 1 is a longitudinal sectional view of a plunger rod adjuster of a brake application system of a rail vehicle according to a preferred embodiment in a position moved out to the maximal length;

**[00015]** Figure 2 is a view of the plunger rod adjuster of Figure 1 in a position moved out to the minimal length.

#### Description of the Embodiment

**[00016]** For reasons of scale, Figure 1 shows only a wear adjuster in the form of a plunger rod adjuster as part of an electromechanically, pneumatically or hydraulically operable brake application system which, according to a preferred embodiment, is intended for an

urban railway or a subway, which plunger rod adjuster, in the position illustrated in Figure 1, is in a position moved out to the maximal length, which corresponds to a high wear condition of the brake pads.

**[00017]** The plunger rod adjuster 1 contains a helical gear 2 which, as the screw connection parts, has a threaded spindle 4 and a nut 8 which can be screwed onto this threaded spindle 4 by means of a trapezoidal thread 6 and is constructed as a tube-type part. The trapezoidal thread 6 preferably is not self-locking. For the wear adjustment, the plunger rod adjuster 1 is designed to be operated electrically, for which an electric drive unit 10 is provided which consists of an electric motor 12 with a gearing 14 connected behind it, whose gearing output is preferably rotationally coupled with the threaded spindle 4. As an alternative, the nut 8 or the threaded spindle 4 and the nut 8 can also be designed to be electrically operated for adjusting the wear.

**[00018]** The electric motor is formed, for example, by a d.c. motor 12, and the gearing 14 is formed by a planetary gearing 16 axially adjoining the d.c. motor 12 as well as by a gearwheel stage 18 connected to the output side of the gearing 16. The d.c. motor 12, the planetary gearing 16 and the gear wheel stage 18 are arranged parallel and at a radial distance from the center axis 20 of the helical gear 2 and are housed in a drive housing 22 flanged to a housing part 24, on the left in Figure 1, of the plunger rod adjuster 1, to which plunger rod adjuster 1 a left caliper lever of a caliper of the brake application system is linked, which caliper lever is not shown. A housing part 26 which, viewed in the axial direction of the helical gear 2, is on the right is situated opposite the left housing part 24 and the right caliper lever of the caliper is linked to this right housing part 26. Such a caliper is sufficiently known and is described, for example, in European Patent Document EP 0 699 846 A2, to whose entire disclosure content reference is made here. The left housing part 24 and the right housing part 26 of the plunger rod adjuster 1 are held on one another at a spacing variable by means of the helical gear 2 in that, by extending the helical gear 2 or the plunger rod adjuster 1, a wear adjustment can take place and the pad play between the brake pads and the brake disc, which enlarges with time, can be reduced again and can be held at a constant value.

**[00019]** The gearing-output-side gearwheel 28 of the gearwheel stage 18 meshes with a screw-side gearwheel 30 which, by means of a deep-groove ball bearing 32, is coaxially rotatably disposed on a cylindrical projection 34 of a conical sleeve 36. By means of a sliding clutch 38 arranged on the side of the screw-side gearwheel 30 pointing to the right housing part 26, the electric drive unit 10 is coupled with the conical sleeve 36. The

sliding clutch 38 contains balls 40, which are pretensioned by a defined spring pressure in grooves constructed on the face of the screw-side gearwheel 30 and which are guided in bores 42 of a ring 44 non-rotatably held on the cylindrical projection 34 of the conical sleeve 36. At torques greater than a defined slipping moment, the form closure generated by the balls 40 pressed into the grooves is overcome and the clutch 38 slides through, whereby the electric drive unit 10 is uncoupled from the threaded spindle 4. By the appropriate selection of the spring parameters and of the ball - groove geometry, the slipping moment can be adapted to the momentarily existing requirements. In the present case, the clutch 38 slides through when the brake application system reaches stop positions, such as the position in which the brake pads come to rest on the brake disc or the position in which the plunger rod adjuster 1 is shortened to the minimal length (Figure 2) and the threaded spindle 4 is completely screwed into the nut 8.

**[00020]**

The driving torque transmitted by means of the sliding clutch 38 to the ring 44 is introduced into the conical sleeve 36, on whose bottom a pin-shaped projection 46 is present whose radially outer surface forms a bearing surface of a slide bearing 48, which bearing surface is slidably and rotatably disposed in a housing-side bearing surface assigned to it. The slide bearing 48 is used as a bearing point of the threaded spindle 4, which bearing point is on the left side in Figure 1. The threaded spindle 4, in turn, is screwed by means of an end-side threaded pin 50 into an internal thread existing in the projection 46 of the conical sleeve 36 and is held there in a non-rotatable manner. As a result, the conical sleeve 36 can transmit the driving torque introduced by way of the sliding clutch 38 to the threaded spindle 4.

**[00021]**

A cone clutch 52 containing at least two conical surfaces 56, 58, which can be stopped by mutual friction against one another and are arranged in an oblique manner viewed in the axial direction, is arranged in front of the electric drive unit 10, one of the conical surfaces 56 being constructed on the left housing part 24 and the other conical surface 58 being constructed on the conical sleeve 36 screwed to the threaded spindle 4. When the threaded spindle 4 is axially loaded, the two conical surfaces 56, 58 are pressed against one another in the direction of the conical narrowing, whereby the respectively taken-up rotating position of the threaded spindle 4 is fixed by frictional engagement or adherence and the axial load is supported by the left housing part 24. In particular, a transmission of the axial load as a torque to the electric drive unit 10 is prevented. If, in contrast, no axial load is present, the cone clutch 52 is in the released state and the conical

sleeve 36, together with the threaded spindle 4, can rotate freely with respect to the left housing part 24.

**[00022]** The tube-type nut 8 projects into a stepped passage opening 60 of the right housing part 26 and is rotatably disposed there by means of a deep-groove ball bearing 62 but is axially displaceably disposed with respect to its inner race. A sleeve 66 is non-rotatably and axially fixedly held in the end of the nut 8 which points away from the left housing part 24 and, by means of its outer circumference, rests slidingly on a seal 64 received in the passage opening 60 of the right housing part 26, the end of the sleeve 66 projecting out of the passage opening 60 being equipped with an application surface 68 for a screwing tool. In addition, by means of a sliding clutch 70, the nut 8 is coupled with a coaxial free-wheel sleeve 71 of a lockable free wheel 74 which, on the one hand, is axially displaceably held on the nut 8 and, on the other hand, is supported by way of a thrust bearing 76 preferably constructed as an axial needle bearing against a radial wall 78 of the right housing part 26. The nut 8 is therefore disposed in a thrust bearing.

**[00023]** The sliding clutch 70 is preferably formed by two contrate gearings 80, 82 meshing with one another by spring pressure in the axial direction. One contrate gearing 80 is constructed on a radially outer ring collar of the end of the nut 8 projecting into the right housing part 28, and the other contrate gearing 82 is constructed on the radially inner circumferential surface of the free-wheel sleeve 72.

**[00024]** By means of a coil spring 86 supported at one end on the deep-groove ball bearing 62 and at the other end on an outer step 84 of the nut 8, the nut 8 is pretensioned against the free-wheel sleeve 72, so that the two contrate gearings 80, 82 are in a mutual engagement. When a slipping moment is exceeded, the two contrate gearings 80, 82 are disengaged while the nut 6 is axially displaced in the direction of the left housing part 24, whereby the nut 8 can rotate with respect to the free-wheel sleeve 72. The slipping moment of the sliding clutch 70 can be adapted by the suitable selection of the spring parameters and of the contrate gearings 80, 82.

**[00025]** In the right housing part 26, an electric drive unit 112 is accommodated for the emergency release and the auxiliary release of the brake application system, "emergency release" being a braking power reduction of the brake application system acted upon by braking power, for example, in the event of a failure of the brake actuator, and "auxiliary release" being a release of the brake not acted upon by braking power for maintenance work, for example, for changing the brake pads.

**[00026]** The electric drive unit 112 consists of an electric motor preferably constructed as a d.c. motor, of a planetary gearing 116 as well as of a gearwheel stage 118, so that the two electric drive units 10, 112 preferably have an identical construction. The gearing-output-side gearwheel 120 of the gearwheel stage 118 meshes with a toothed sleeve 96 which is coaxial with the helical gear 2 and which is rotatably accommodated in the right housing part 26 and is radially spaced by an annulus 102 with respect to a housing surface 100 which is flush with the radially outer circumferential surface 98 of the free-wheel sleeve 72 and axially adjoins the circumferential surface 98 of the free-wheel sleeve 72. A wrap spring 104 which is coaxial with respect to the center axis 20 of the helical gear 2 and has two pin-type ends 106, 108 bent away oppositely in the radial direction is accommodated in the annulus 102, one end 106 being formlockingly held in a radial passage bore of the toothed sleeve 96, and the other end 108 being formlockingly held in a radial passage bore of the free-wheel sleeve 72.

**[00027]** The toothed sleeve 96, the wrap spring 104, the free-wheel sleeve 72 and the housing surface 100 together form a lockable free wheel as a wrap spring free wheel 74, which couples the electric drive unit 112 with the nut 8. More precisely, the wrap spring free wheel 74 is, on the one hand, constructed for rotating the nut 8 by means of the electric drive unit 112 in a direction against the wear adjustment and, on the other hand, for locking this rotation when the rotation of the nut 8 is not caused by the electric drive unit 112. The above-described sliding clutch 70 is arranged between the nut 8 and the wrap spring free wheel 74.

**[00028]** Relative to an imagined point of intersection of the center axis 20 of the helical gear 2 and an imagined vertical center line of the plunger rod adjuster 1, the two electric drive units 10, 112 are arranged essentially point-symmetrically with respect to one another, in which case they point toward one another starting from the end of the threaded spindle 4 or of the nut 8. More precisely, the drive unit 10 for the wear adjustment projects essentially from the drive-side end of the threaded spindle 4 in the direction of the drive unit 112 for the emergency and auxiliary release, and the latter projects essentially from the drive-side end of the nut 8 in the direction of the drive unit 10 for the wear adjustment. Both drive units 10, 112 actuate a single helical gear 2 for the combined wear adjustment and emergency or auxiliary release.

**[00029]** The right and the left housing part 24, 26 each consists of housing sections 122, 124 which are essentially symmetrical relative to the center axis 20 of the helical gear 2. The drive unit 10, 112 is in each case accommodated in one housing section 122, and one

final position sensor 126 respectively is accommodated in the housing section 124 arranged on the other side of the center axis 20, which final position sensor 126 is situated opposite a face-side surface 128 of the drive housing 22 of the respectively other electric drive unit 10, 112. The final position sensors are preferably constructed in the form of mechanical final position switches 126, which are each actuated by the application of the face-side surface 128 of the drive housing 22 of the opposite drive unit 10, 112 and supply a signal for reaching the position illustrated in Figure 2, in which the plunger rod adjuster 1 has moved in to the minimal length, to a control device, which is not shown for reasons of scale, whereupon the respectively actuated drive unit 10, 112 is de-energized. At their ends pointing away from one another, the two housing sections 122, 124 of each housing part 24, 26 are in each case provided with one receiving device 132 for bolts, by which one caliper lever respectively of the caliper is linked to each housing part 24, 26.

**[00030]** Furthermore, a wrap spring 138 of another wrap spring free wheel 140 is arranged on a cylindrical projection 134 of the planetary-gearing-side gearwheel 136 of the gearwheel stage 18 assigned to the drive unit 10 for the wear adjustment. This wrap spring free wheel 140 blocks a rotation of the gearwheel 136 in the direction against the wear adjustment and permits it to run freely in the opposite rotating direction.

**[00031]** As a result of the described construction of the plunger rod adjuster 1, by means of a single helical gear 2, of which one screw connection part respectively is coupled with a separate drive unit, which is independent of the other drive unit, specifically, on the one hand, the threaded spindle 4 with one electric drive unit 10 and, on the other hand, the nut 8 with the other electric drive unit 112, the brake pad wear can be corrected and the brake can released for emergencies and in an auxiliary manner.

**[00032]** Based on this background, the method of operation of the plunger rod adjuster 1 is as follows:

**[00033]** The wear adjustment, that is, the reduction of the brake pad play, which exists between the brake pads and the brake disc and which has become too large as a result of wear, takes place in the brake-power-free brake release position. For this purpose, the d.c. motor 12 of the electric drive unit 10 provided for the wear adjustment is controlled for a predetermined time and causes the threaded spindle 4 to rotate in one rotating direction by way of the sliding clutch 38 closed in the case of a driving torque which is smaller than the slipping moment, during which rotating movement the threaded spindle 4 is screwed out of the nut 8 and the plunger rod adjuster 1 is thereby lengthened, which results in a reduction of the brake pad play. Figure 2 shows the plunger rod adjuster 1 in a position in



which it is moved out to its maximal length. Since the helical gear 2 is thereby loaded by only very low axial forces, the cone clutch 52 is in the released position, so that the threaded spindle can rotate freely. The nut-side wrap spring free wheel 74 blocks a rotating-along of the nut 8, which is not secured against a rotation per se, because a rotation of the nut 8 is transmitted by way of the sliding clutch 70 to the free-wheel sleeve 72 and from there to the wrap spring 104 which then pulls tight and establishes a frictionally engaged connection between the free-wheel sleeve 72 and the housing surface 100, whereby the nut 8 is non-rotatably supported on the right housing part 26.

**[00034]**

During a braking, the bearing pressure force resulting from the braking power existing at the brake pads and transmitted by way of the hinged caliper levers of the caliper to the plunger rod adjuster 1 and acting there in the axial direction could not be supported on the helical gear 2 because the trapezoidal thread 6 between the threaded spindle 4 and the nut 8 does not have a self-locking construction. As a result, the plunger rod adjuster 1 would be shortened under the influence of the axial pressure force and thus an undesirable loss of braking power would be caused. However, the cone clutch 52 closes under the effect of the axial load by the pressing-together of the mutually assigned conical surfaces 56, 58 in a frictionally engaged manner and establishes a non-rotatable connection between the threaded spindle 4 and the left housing part 24. On the other hand, the nut-side sliding clutch 70 constructed as a contrate gearing 80, 82 remains closed under axial load and transmits the moment of reaction to the wrap spring 104 which then pulls tight and supports the moment of reaction at the right housing part 26. As a result, no shortening of the plunger rod adjuster 1 and thus no unintended loss of braking power can occur during a braking operation.

**[00035]**

If a fault occurs, in the case of a brake actuator, which generates the braking power of the brake application system, or in its control, which has the result that the brake actuator can no longer release the brake acted upon by the braking power, this brake has to be subjected to an emergency release. For the emergency release of the brake, the electric drive unit 112 is preferably controlled for the emergency and auxiliary release from the engineer's cab of the urban railroad or subway, specifically in a rotating direction in which the wrap spring 104 is expanded and, as a result, the previously existing frictional engagement between the free-wheel sleeve 72 and the housing surface 100 is eliminated, whereby the nut 8 has a free run in this rotating direction. The wrap spring 104 can therefore transmit the rotating movement introduced into it by way of the toothed sleeve 96 to the free-wheel sleeve 72, by which the rotation is transmitted to the now freely

running nut 8 by way of the sliding clutch 70 which is closed because it is not overloaded. As a result, the plunger rod adjuster 1 is shortened and the braking power is reduced. The plunger rod adjuster 1 can thereby be shortened to the minimal length illustrated in Figure 2 in which the nut 8 on the face side comes in contact with the bottom of the conical sleeve 36 and the final position switches 126 are actuated.

**[00036]**

If, for maintenance work, the brake is moved into a position in which the brake pads are at a maximal distance from the brake disc, for example, for exchanging the brake pads, the release of the brake can also take place by way of the electric drive unit 112 for the emergency and auxiliary release in the manner described above (auxiliary release). Since, however, the torque is limited which can be transmitted by means of the nut-side wrap spring 104 expanded by the driving torque and subjected to a bending stress, in the cases in which the helical gear 2 is stiff, for example, because of icing, the nut 8 is rotated directly for shortening the plunger rod adjuster 1. This takes place in the braking-power-free state by applying a screwing tool to the application surface 68 of the sleeve 66 non-rotatably connected with the nut 8, in which case the latter is manually rotated in a direction in which the plunger rod adjuster 1 is shortened to the minimal length illustrated in Figure 2. The torque must be so large that the sliding clutch 70 arranged between the free-wheel sleeve 72 and the nut 8 can slip, while the wrap spring 104 of the wrap spring free wheel 74 blocks the free-wheel sleeve 72 in this direction. In this case, the nut 8 is displaced so far away from the free-wheel sleeve 72 in the axial direction that the two contrate gearings 80, 82 are disengaged.

**[00037]**

The invention is not limited to plunger rod adjusters 1 of brake application systems but can also be used for tie rod adjusters.

**[00038]****List of Reference Numbers**

1	Plunger rod adjuster
2	helical gear
4	threaded spindle
6	trapezoidal thread
8	nut
10	electric drive unit
12	electric motor
14	gearing
16	planetary gearing
18	gearwheel stage
20	center axis
22	drive housing
24	left housing part
26	right housing part
28	gearwheel
30	gearwheel
32	deep-groove ball bearing
34	cylindrical projection
36	conical sleeve
38	sliding clutch
40	balls
42	bores
44	ring
46	projection
48	slide bearing
50	threaded pin
52	cone clutch
56	conical surface
58	conical surface
60	passage opening
62	deep-groove ball bearing
64	seal
66	sleeve

68	application surface
70	sliding clutch
72	free-wheel sleeve
74	free wheel
76	axial bearing
78	wall
80	contrate gearing
82	contrate gearing
84	outer step
86	coil spring
96	toothed sleeve
98	circumferential surface
100	housing surface
102	annulus
104	wrap spring
106	end
108	end
112	electric drive unit
114	d.c. motor
116	planetary gearing
118	gearwheel stage
120	gearwheel
122	housing section
124	housing section
126	final position switch
128	surface
132	receiving device
134	projection
136	gearwheel
138	wrap spring
140	wrap spring free wheel